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CLASSIFICATION

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COUNTRY Soviet Zone of Germany

TOPIC STAAKEN Airfield

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DATE PREPARED 2 November 1949

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PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

10 and 17 September 1949

1. The following aircraft types were observed at the STAAKEN (N 53/Z 65) airfield:

a. Type 1: Fighter, low-wing monoplane, radial engine, wings cut-off at tips, not rounded-off at base, slanting leading edge of rudder assembly, rounded-off trailing edge, elevator assembly of similar shape as wings, cockpit fairing into fuselage painted green, two or three vertical white stripes behind Soviet star on fuselage.*

b. Type 2: Transport aircraft, low-wing monoplane, two radial engines close to fuselage, perpendicular trailing edge of rudder assembly, windows on the sides, door on right-hand side, stubby fuselage projecting beyond engines, cockpit above leading edge of wings, searchlights installed at nose; upper part painted green, under-side blue.**

c. Type 3: Fighter, two-place low-wing monoplane, radial engine, wings rounded at roots and at tips; blue paint. ***

d. Type 4: Low-wing monoplane, long and narrow wings, two in-line engines, single, very high, sugar-loaf-shaped rudder assembly, nose wheel, eleven windows on the sides, door on the right side; silver-gray paint, red lightning flash emblem on fuselage from the fore to the rear. Ø

e. Type 5: Low-wing monoplane, almost rectangular wings, one in-line engine, two-seat cockpit, back seat facing to the rear, in its side view similar to the Ju-37, red, blue and white propeller hubs, two stripes of the same color on fuselage and rudder assembly. ØØ This aircraft was observed for the first time in STAAKEN.

f. Type 6: Low-wing monoplane, one short radial engine, rounded-off wing tips, dihedral wings, spade-shaped rudder assembly, single-place cockpit, light blue paint, red propeller hubs two vertical white stripes on rudder assembly. ØØØ

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DECLASSIFIED

Class. CHANGED TO: TS

Auth: DDA Memo, 4 Dec 77

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.
Next Review Date: 2008

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g. Type 7: U-2, biplane with radial engine. (x)

10 September 1949

2. The airfield was occupied by the following aircraft types
- 11 aircraft of type 2
 - 18 aircraft of type 3
 - 1 aircraft of type 4
 - 20 aircraft of type 5
 - 42 aircraft of type 6

Twenty-three aircraft of type 5 and twenty-one of type 1 landed at the airfield. Upon two green ground signals a total of 42 aircraft of type 6 in groups of 5 or 6 planes each took off shortly heading southwest.

3. A radio mast about 65 feet high was newly erected at the radio station south of the airfield.

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17 September 1949

4. Thirty-six aircraft of type 5 were parked in four rows of 9, 11, 12 and 4 planes each on the northeastern edge of the airfield. About 40 more aircraft of the same type, seven of type 2 and one plane of type 7 were parked on the southeastern edge. Work was being done on these planes. A formation of 42 aircraft of type 1 landed at the airfield and took off again at night. Strong formations of aircraft of types 1, 5, and 6 repeatedly landed at the airfield during the previous week.

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5. A radio station was located west of the field in a meadowy area. It consisted of a mast, a radio truck, a searchlight, two tents and a small cantonment building.

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Comment:

- a. *
- * LA-9s
 - ** LI-2s
 - *** Yak-11s
 - ∅ IL-12s
 - ∅∅ IL-10s
 - ∅∅∅ LA-5s (could not be definitely identified)
 - (x) PO-2s.

b. According to this report, two regiments equipped with IL-10s were probably stationed at the STAAKEN airfield on 17 September 1949. The fighter regiment equipped with LA-9s, observed at the field on 10 September 1949, was apparently no longer located there. It is assumed that this regiment, together with the fighter regiments from DOEBERITZ, had been transferred to

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PEENEMUENDE ([REDACTED]) and confirmed
by the observation of STAAKEN motor vehicle [REDACTED]
PEENEMUENDE).

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c. The observed intense flying activity at the STAAKEN air-
field was presumably connected with maneuvers held by the
Sixteenth Air Army between 23 August and 16 September 1949.

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